RECORD OF DECISION

FINAL ENVIRONMENTAL IMPACT STATEMENT

DISPOSAL AND REUSE OF CASTLE AFB

CALIFORNIA

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Prepared by:

Air Force Base Conversion Agency
Northwest Division

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I. INTRODUCTION

This Record of Decision (ROD) documents my decisions regarding the disposal of Castle Air Force Base (AFB), California. It was developed in accordance with Council on Environmental Quality Regulations (40 CFR § 1502.2). The decisions included in this ROD have been made in consideration of the information contained in the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Castle AFB, California, which was filed with the U.S. Environmental Protection Agency (U.S. EPA) on November 25, 1994, and for which a notice of availability was published in the *Federal Register* of December 2, 1994.

A. Purpose and Need

Castle AFB is closing pursuant to the Defense Base Closure and Realignment Act of 1990 (Public Law 100-510) and recommendations of the Defense Secretary's Commission on Base Realignment and Closure (BRAC). Exhibits 1 and 2 show the location of the base in relation to the region and the immediate vicinity.

The purpose of the Environmental Impact Statement (EIS) is to analyze the potential environmental consequences of the disposal decisions to be made by the Air Force. This ROD addresses whether portions of the base will be transferred as excess property to other Federal agencies; whether surplus property (property no longer needed to meet Federal requirements) at the installation will be disposed of as a single parcel or as several smaller parcels; the methods of disposal; and the actions, if any, the Air Force will take to avoid or mitigate adverse environmental consequences from its disposal actions.

Some mitigation measures will be taken by the Air Force; others will be the responsibility of the property recipients. Environmental impacts and mitigation measures are discussed in Section III, Environmental Issues, of this ROD, as well as in the disposal and reuse EIS.

B. Federal Agency Requirements Under the National Environmental Policy Act (NEPA)

Any Federal agency that either (1) acquires property for its use in accomplishing its mission, or (2) is assigned property for disposal under its disposal authority for conveyance to eligible public or private nonprofit entities under public benefit conveyance (PBC), grant, or donation programs, must comply with the requirements of NEPA, as implemented by that agency's regulations. Therefore, this ROD covers only those actions of the Air Force as the Federal disposal agent acting under authority delegated from the General Services Administration (GSA).

C. Role of Cooperating Federal Agencies

The Federal Aviation Administration (FAA) and the Federal Bureau of Prisons (FBOP) are cooperating Federal agencies in the preparation of the disposal and reuse EIS. The FAA has administrative jurisdiction regarding reuse of any property conveyed under Federal statute for public airport use. This jurisdiction arises from the FAA's authority to approve airport layout plans that are required for Federally funded, public-use airports. The FAA will have to comply with NEPA in approving any airport layout plan for any real property made available for public airport use. The FBOP is receiving property from the Air Force by Federal transfer for establishment of a Federal correctional complex. This is not the ROD for the FAA and FBOP. Any FAA or FBOP public disclosures will be by separate ROD, if appropriate, or by such other documents covered by FAA and FBOP implementing regulations.

D. Public Involvement

The Castle Joint Powers Authority (CJPA) has taken the lead on planning the redevelopment of Castle AFB. The City of Atwater, City of Merced, and the County of Merced formed the CJPA on August 7, 1991, to acquire portions of Castle AFB for the future airport and develop a long-range plan for reuse.

In accordance with Air Force policy, the Proposed Action in the EIS is based on recommendations for reuse of Castle AFB as delineated by the CJPA in their *Preliminary Reuse Plan* (dated November 16, 1992). This plan depicts a general aviation airport with air cargo, aircraft pilot and crew training, and aircraft maintenance components as the Proposed Action. As a result of their planning process, the CJPA has proposed that portions of the base be included in an FAA-sponsored public benefit discount conveyance for airport and associated purposes.

Early issue identification was conducted as part of the environmental impact analysis process for the disposal and reuse of Castle AFB. A Notice of Intent (NOI) to prepare an EIS for the disposal and reuse of Castle AFB was published in the *Federal Register* on October 9, 1991. A scoping meeting was held on November 6, 1991, in Merced, California. The comments and concerns from this meeting and written correspondence received by the Air Force, as well as information from other sources, were used to determine the scope and direction required to complete the EIS for disposal and reuse.

A draft EIS was released for public review and comment in January 1994. Copies of the draft EIS were made available for review in local libraries and provided to those agencies and individuals that requested copies. A public hearing was held in Merced, California, on February 2, 1994. After a 45-day review period, all comments were reviewed and addressed, when applicable, and included in the

final EIS in their entirety. On November 25, 1994, approximately 250 copies of the final EIS were distributed to interested parties.

E. Homeless Assistance

The Air Force has fully complied with the requirements of the Stewart B. McKinney Homeless Assistance Act (McKinney Act), as amended, Title 42, United States Code §11411 (42 U.S.C. §11411). A workshop to reach out to homeless providers in the area was conducted in Atwater, California, on January 6, 1994, in order to assist homeless providers meet timetables involved in the screening process. The U.S. Department of Housing and Urban Development (HUD) reviewed information the Air Force provided on real property at the base for suitability for possible use to assist the homeless. It published suitability and availability determinations for the base property in the *Federal Register* on March 11, 1994. There were six (6) applications made to the U. S. Department of Health and Human Services (HHS) for property under the McKinney Act. Two (2) applications were disapproved, three (3) applications were approved, and one (1) application is still pending.

F. Alternatives Considered in the EIS

The Air Force objective is to dispose of Castle AFB, including the airfield, pursuant to the Defense Base Closure and Realignment Commission's recommendations, which have the force of law. The EIS discloses information required to understand the potential environmental consequences of disposal as it relates to reuse options at Castle AFB. As the Federal disposal agent for the property, the Air Force's disposal options are:

- Transfer real property to another Federal agency,
- Dispose of property by conveyance for public airport purposes,
- Assign property to a sponsoring Federal agency for PBC programs (including public health, education, public park and recreation, historic monument, corrections, or wildlife conservation),
- Convey to the local redevelopment authority for economic development,
- Negotiate a sale to an eligible public agency or qualified nonprofit entity, or
- Conduct a public sale.

Description of Alternatives Analyzed in the EIS

The EIS discusses the significant environmental impacts of the reasonable disposal and reuse alternatives set forth below identifying the environmental impacts and mitigation measures. The EIS analyzes potential environmental impacts of the Air Force disposal actions by portraying a variety of potential land

uses to cover a range of reasonably foreseeable future uses of the property and facilities by others.

a. Proposed Action

The Proposed Action analyzed in the disposal and reuse EIS is based upon the CJPA's plan for redevelopment of Castle AFB property. The focus of this plan is the use of airfield and aviation support areas for major aircraft maintenance, maintenance training, pilot and crew proficiency training, and general aviation. Other major components of the plan include an institutional, commercial, educational, residential, park and recreation, and natural habitat.

b. Castle Aviation Center Alternative

The Castle Aviation Center Alternative proposes an integrated general aviation support center which would provide general aircraft maintenance and repair, classic aircraft restoration, aircraft storage, sales, testing, and support for air shows. Nonaviation land uses include industrial, institutional (medical), educational, commercial, residential, public facilities/recreation, and agricultural land uses.

c. Commercial Aviation Alternative

The Commercial Aviation Alternative proposes a general aviation airport with commercial passenger service, pilot proficiency training, and air cargo operations. This alternative would have the largest number of flight operations of any of the aviation-related reuse scenarios. Other components of this alternative include light industrial, educational, institutional (medical), commercial, residential, park and recreation, and agricultural.

d. Aviation with Mixed Use Alternative

The Aviation with Mixed Use Alternative proposes airfield/aviation support land use similar to the Proposed Action, although the number of aircraft operations is substantially lower under this alternative. Other major components of this alternative include light industrial, educational, institutional (medical), residential, park and recreation, and agricultural.

e. Non-Aviation Alternative

The Non-Aviation Alternative proposes an extensive industrial research and development area on the existing airfield and aviation support acreage. Other land uses include a major educational campus, as well as commercial, residential, public facilities/recreation, and agricultural.

f. The No Action Alternative

The No Action Alternative was also analyzed. Under this alternative, the base would be placed in a caretaker status, no further activity would take place, and the U.S. Government would not be required to retain ownership.

g. Other Land Use Concepts.

Two (2) other land uses were identified as possible components of any of the alternatives. They are the establishment of a FBOP correctional complex and a recreational trapshooting range in the land east of the runway.

h. Other Future Actions in the Region

One reasonably foreseeable project that could potentially contribute to cumulative impacts was identified. The realignment of activities to the Naval Air Station (NAS) Lemoore, which falls within the Region of Influence for air quality.

2. Summary of Environmental Impacts

Exhibit 3 summarizes the potential environmental impacts associated with the Proposed Action and the alternatives.

3. Environmentally Preferable Alternative

The No Action Alternative is the environmentally preferred alternative. The development of the property under any other alternative would create a possibility for greater direct environmental impacts at the base property, including a risk of environmental harm associated with increased transportation trips, the storage of hazardous materials used in aviation operations, increased utility demands, increases in regional air pollutant emissions, and a potential loss of native plants and animals, wetlands, and wildlife habitat. However, this alternative does not meet the objective of property disposal and community economic recovery expressed by the President's Five-Point Plan.

G. Results of Surplus Screening.

In October, 1991, the Air Force conducted a real property screening, which announced the potential availability of excess and surplus property at the base under various statutory programs. "Excess" refers to property not required for military uses and available for acquisition by other Federal agencies. "Surplus" refers to property not required for Federal uses and available for acquisition by eligible public bodies or private nonprofit entities. Surplus property is also available for disposal by the Federal Government. The results of these screenings, to date, are set forth below:

1. Property Requests from Other Military Organizations

None.

2. Excess Property Requests from Other Federal Agencies

a. The FAA requested approximately one acre of land underlying the airport surveillance radar (ASR) and related facilities.

b. The FBOP requested approximately 660 acres of land to the north of the runway for construction of two (2) low security, correctional complexes.

c. The U.S. Postal Service has stated an interest in Building 759, the base exchange, to establish a mail sorting center.

d. The U.S. Department of Veterans Affairs (VA) Medical Center, Fresno, California, expressed an interest in acquiring a warehouse to house equipment and supplies for a homeless veterans initiative. VA also expressed some interest in the base hospital.

e. The U.S. Department of Labor, Job Corps, expressed an interest in establishing a Job Corps Center at Castle AFB.

3. Surplus Property Requests

Screening for State and local interests was conducted simultaneously with Federal and McKinney Act screening. The results of that screening are as follows:

a. Bloss Memorial Hospital District is requesting a PBC through HHS of the base hospital, Parcel D. Bloss has indicated its need to replace its aging and inadequate facilities in order to provide continued outpatient services to the citizens in the Atwater area.

b. Merced Union High School District requested a PBC through the U.S. Department of Education (DOE) of Buildings 1005 and 1007 to support the administrative activities of the school system.

c. The Castle Military Academy is requesting Parcel F as a PBC through the DOE in order to establish a school at Castle AFB.

d. The City of Atwater expressed an interest in acquiring the residential housing through negotiated sale for redevelopment as moderate income housing.

e. The Castle Air Museum Foundation (CAMF) is requesting a PBC through DOE of the property currently used by this activity under a Memorandum of Agreement (MOA) with Castle AFB.

f. The City of Atwater is requesting a PBC of the Castle Park and its facilities by PBC through the National Park Service.

g. The Challenger Learning Center Foundation has requested the chapel as a PBC through DOE to be used as the San Joaquin Challenger Learning Center and memorial to the Challenger disaster.

h. The Merced Catholic High School Foundation (MCHSF) has requested the Building 765, the commissary, as a PBC through DOE.

4. Other

a. Avex, Incorporated, was interested in establishing a maintenance facility for commercial jets.

b. Pegasus, Incorporated, was interested in developing a large aviation maintenance base.

c. California Golden State Trapshooters Association wanted about 330 acres for a large trapshooting facility in the northern part of the base.

d. A Merced County nonprofit foundation has obtained a license to establish a California branch of Aviation Challenge.

H. Determination of Excess and Surplus Properties

Based upon real property screening, on June 23, 1994, the Air Force declared 2,777 acres of Castle AFB excess to the needs of Department of Defense, and with the exception of 660 acres, surplus to the needs of the Federal Government.

I. Objectives of Disposal of Property at Castle AFB

The following objectives for the disposal of Castle AFB were considered in the disposal process:

1. Support the Presidential directive to encourage rapid transition from Federal control to foster job creation and economic development.

2. Support the FAA's requirement for properties needed for the National Airways System and a civil airport in Merced County, CA.

3. Support the establishment of a civil airport at Castle AFB.

4. Support the establishment of a correctional complex by the FBOP.

II. DECISIONS

I have decided to dispose of Castle AFB in a manner that will feature reuse of the airfield and aviation support areas for major aircraft maintenance, maintenance training, and general aviation. Additionally, the 660 acres north of the runway will be transferred to the FBOP for establishment of a low-security correctional complex. This plan incorporates most of the proposed action plan developed by the CJPA. The disposition of parcels by this decision does not correspond specifically to the Proposed Action or any particular alternative reuse plan, but is a composite of the all of the alternatives. The disposal parcels are based upon the EIS, the community's disposal plan, and a land use-oriented plan. These disposal parcels by land use were determined in accordance with the Federal Property Management Regulations. The parcels may be revised or further subdivided for the purpose of facilitating disposal consistent with the results of the analysis in the EIS and the intent of this ROD.

I have also decided to provide to community ***"conformity offsets"*** for pollutants for which the air quality district is in nonattainment, and with which the community will be able to attract aviation-related industry and business.

In addition, I have decided to provide the Navy ***"conformity offsets"*** for pollutants for which the air quality district is in nonattainment, and with which the NAS Lemoore will be able to meet the requirements of the BRAC decision to realign some NAS Miramar activities to the NAS Lemoore.

A. Parcelization of Real and Other Property

REAL PROPERTY PARCELS

Parcel A comprises roughly 1,580 acres of land, including the main runway, taxiway, stub apron parking, operational apron and aviation support and aviation-related industry. The parcel is situated northeast of the main base area and includes a railroad spur that extends from Santa Fe Drive on the western boundary past "E" Street and 16th Street to East Perimeter Road where it heads north. At the northwest boundary of this parcel is Olive Avenue. The airfield extends to the intersection of Fox and Bellevue roads. This includes a noncontiguous 2.3-acre tip of land containing the approach light off the north end of the runway. Parcel A is improved with approximately 150 facilities. Three hundred and eighty (380) acres of land northeast of the main runway is designated as aviation support/aviation-related, and an additional 372 acres is designated as nonaviation income-generating property.

Parcel B comprises 660 acres on the east side of the runway in the northeast area of Castle AFB. The area is largely undeveloped. It is improved with

approximately sixty (60) buildings and facilities. This parcel has been divided into five (5) sub-parcels:

- **Parcel B1** is the majority portion.
- **Parcel B2** consists of the Weapons Storage Area and Buildings 1862 and 1863.
- **Parcel B3** contains the compass rose and the property adjoining Parcel A.
- **Parcel B4** adjoins B2 and Parcel A on the south side of the Weapons Storage Area and contains the dog kennels.
- **Parcel B5** is an approximately one (1) acre parcel that contains the ASR facility.

Parcel C consists of three noncontiguous educational/recreational parcels at Castle AFB.

- **Parcel C1** consists of Castle Park, an existing multi-purpose park of approximately 18 acres located outside the main gate on the southeast corner of Bellevue and Buhach Roads. It houses a picnic pavilion, youth center, office, and several ball fields. This parcel has been requested by the City of Atwater as a public park. The National Park Service has approved the application.
- **Parcel C2a and C2b** are noncontiguous parcels that comprise the CAMF Parcel C2a, with its collection of historic aircraft and artifacts, consists of approximately 27 acres of land along Santa Fe Drive, just north of the main gate. Parcel C2b is located south of Apron Avenue and 11th Street. These parcels are being requested by the CAMF as a PBC through DOE, to be operated as a public museum and educational center.

Parcel D is the Chapel, which is located on approximately 4 acres directly northwest of the main gate entrance to Castle AFB. It is bounded by "G" Street on the north and Heritage Road on the east. The chapel seats approximately 200 people and includes a 16,345-square foot building, a bus shelter, and an additional 1 acre of land for development of a parking lot. This parcel has been requested by the Challenger Learning Center Foundation as a PBC through DOE.

Parcel E is the base hospital, which is a 124,000-square foot building located on approximately 13 acres of land just north of the main gate on Hospital Road. The building consists of 25 two-bed rooms, emergency rooms, delivery rooms, 24 dental chairs and an outpatient clinic. Bloss Memorial Hospital District is requesting a PBC of this property through HHS.

Parcel F is property for which the CJPA supports a PBC through DOE.

- **Parcel F1** includes the Unaccompanied Enlisted Personnel Housing and Food Services, and approximately 32 buildings. The parcel is approximately 14 acres. Nine (9) dormitories and one (1) dining hall are located on the property. The Castle Military Academy Trust is requesting a PBC for this property.

- **Parcel F2** is the base Fitness Center, located off Sports Drive just inside Gate 2 at the edge of Santa Fe Drive. It is a indoor/outdoor sports and fitness complex containing approximately 41 acres of land, with gymnasium, outdoor theater, and several ball fields. The CJPA is requesting this property through a PBC for education to support activities for both the Castle Military Academy and the Catholic High School, as well as other educational uses for the community.

Parcel G comprises approximately 210 acres in five noncontiguous areas of Castle AFB. It consists of primarily commercial, administrative, and maintenance areas.

- **Parcel G1** consists of approximately thirty (30) buildings and is bound by Hospital Road, Apron Avenue and Heritage Blvd. It is diminished by K and H2 and H4, and is being requested as a PBC through DOE.

- **Parcel G2** consists of the major commercial buildings, the commissary, base exchange, theater, officers' club, gas station, and other buildings. It is bound by Castle Blvd., Santa Fe Drive, and the Railroad Spur.

- **Parcel G3** consists of primarily vacant property between the Railroad Spur and Santa Fe Drive. It is bound by Parcel F2 on the southern side.

- **Parcel G4** consists of undeveloped property south of Parcel F2 and bounded on the other sides by Santa Fe Drive and Parcel A.

- **Parcel G5** consists of a block of warehouses on land abutting Parcel A, the railroad spur, Industry Blvd. and Gate Number 2.

Parcel H consists of approximately 8 acres of land improved with buildings that have been applied for conveyance through HHS, under the McKinney Act, for use by homeless providers for homeless assistance.

- **Parcel H1** consists of two duplexes in Castle Vista Residential Housing, Buildings 5068 and 5067, which have been approved by HHS for the Central Valley AIDS Team/Loving AIDS Management Program.

- **Parcel H2** consists of two (2) four-plexes, Buildings 1103 and 1121, located on the main base that have been approved by HHS for the A Woman's Place of Merced County for transitional housing and support services to assist the homeless.

- **Parcel H3** consists of Buildings 5000, 5001, and 5002, which are duplexes located in the Castle Vista Residential Housing Section, which have been approved for transfer to Community Social Model Advocates.

- **Parcel H4** consists of Buildings 1108, 1109, 1118, 1119, 535 and 1214, which may be approved by HHS after certain aspects of the application made by the Central Valley Opportunity Center have been reviewed and approved. Should HHS disapprove the application, the property in H4 will be placed respectively in Parcel G2 and Parcel A.

Parcel I consists of less than one (1) acre located on "E" Street near 12th Street. A credit union (Building 730), exists on the property. The building, which is approximately 7,200 square feet, is owned and operated by the Travis Federal Credit Union (TFCU).

Parcel J is the off-base family housing located in the City of Atwater.

- **Parcel J1** is known as Castle Gardens and consists of Wherry type housing units. It contains 683 total housing units of wood-frame construction. There are 380 total buildings in the area, of which 78 are single-family residences, 301 are two-family residences, and one (1) is a three-family residence. Castle Gardens comprises approximately 107 acres and is located on the southwest corner of the intersection of Buhach Road to the east and Bellevue Road to the north.

- **Parcel J2** is known as Castle Vista and consists of a total of 250 housing units of wood-frame construction. There are a total of 125 buildings, all of which are duplexes. There are a total of 148 three-bedroom units and 102 four-bedroom units. The parcel comprises approximately 81 acres and is located on the north side of East Juniper Avenue between Buhach Road and Shaffer Road.

Parcel K is approximately 6 acres of land located east of Hospital Road between 4th and 5th Streets. The parcel is improved with Buildings 1005 (classrooms) and 1007 (storage). The buildings have 27,712 square feet and 6,565 square feet, respectively.

Parcel L is an agricultural parcel of approximately 6 acres located on the south side of the runway.

INFRASTRUCTURE:

Water, Wastewater, and Sewer. Castle AFB derives the majority of its water from two (2) base wells (10 & 12), which are approximately 900 feet deep. Water from Wells 10 & 12 is chlorinated, fluoridated, and pumped directly into the water distribution system. The two (2) wells are deep enough to be unaffected by contamination. Water storage capacity consists of two (2) elevated tanks of 500,000 gallons and 15,000 gallons.

Domestic sewage from Castle AFB (including Castle Gardens, but not Castle Vista) is discharged to the base wastewater treatment plant (WWTP). The main base has both domestic and industrial wastewater treatment. Industrial wastewater is pretreated with a membrane filter and then discharged into the headwork of the domestic WWTP.

Telephone System. The Castle AFB telecommunications system is jointly owned by the Air Force and Pacific Bell.

Natural Gas. Natural gas is supplied to Castle AFB by Pacific Gas & Electric (PG&E) through two incoming lines located off Santa Fe Drive, behind Building 782. There is a main metering station near the Main Gate. The Air Force owns and operates the lines on the main base. The natural gas distribution on base is a low-pressure piping system installed in the 1940s and 1950s. It does not meet PG&E current requirements for hook-up to the high pressure gas system serving the surrounding area.

Electrical System. Castle AFB purchases its electricity from PG&E. The power is allocated to the base through a substation, Building 1190, located near Santa Fe Drive. Castle AFB distribution is a 12,000 volt delta system. There are six main feeders coming from the substation. The system consists of 90,000 feet of overhead primary wires, 62,000 feet of underground primary circuits, 58,000 feet of secondary overhead circuits, 83,000 feet of secondary underground cables, and 512 step-down transformers. Power is distributed to Castle Vista housing by a system owned and operated by the Air Force.

Cable System. Castle AFB is fully serviced by TCI Cable Vision of Merced.

Roads. Castle AFB has three main gate entrances and approximately 48 miles of roadways within the main base boundaries. Approximately 29 miles are paved and 19 miles are gravel-surfaced roadways.

CONFORMITY OFFSETS

Conformity offsets (COs) are emission reductions "that are quantifiable, consistent with the applicable State Implementation Plan (SIP) attainment and progress demonstrations, surplus to reductions already required by the SIP, enforceable, and permanent." The COs are emissions attributable to Air Force activities that would be subject to calculation under EPA's general conformity rule methodology, promulgated at 40 CFR Part 93, Subpart W. A substantial portion of the Castle AFB preclosure emissions are not accountable under EPA's methodology and, therefore, do not qualify as COs. COs in the following amounts have been determined to be excess to the needs of the Air Force, based on data and analysis depicted in the EIS:

2410.5 tons per year of Reactive Organic Gases (ROG)

1009.8 tons per year of Nitrogen Oxides (NOx)

151.6 tons per year of Particulate Matter equal to or less than 10 microns in diameter (PM_{10})

The CJPA has requested the COs from Castle AFB. The Department of the Navy has also requested that the Department of the Air Force convey the COs to the Navy for its use in expansion of operations at the NAS Lemoore.

In addition the COs, emission reduction credits (ERCs) will be derived from the cessation of certain stationary sources of emissions at Castle AFB that were subject to permitting requirements established by the San Joaquin Valley Unified Air Pollution Control District (UAPCD). The creation and trading of ERCs are governed by San Joaquin Valley UAPCD's ERC Rule. ERCs can be used as necessary offsets associated with the new source review requirements for starting up certain stationary sources that are subject to permitting by the San Joaquin Valley UAPCD. ERCs can also be used as COs. To create the ERCs, applications must be submitted to the San Joaquin Valley UAPCD. The emissions at Castle AFB that are expected to qualify as ERCs equate to about 29.1 tons/year of nitrogen oxide, 25.6 tons/year of volatile organic compounds, and 8.9 tons/year of PM_{10}.

B. Methods of Disposal

The table listing the methods of disposal and the recipients is at Exhibit 5.

REAL PROPERTY

I have decided to dispose of **Parcel A** by a no-cost airport PBC to the CJPA through the sponsorship of the FAA. This decision is pursuant to the authority contained in 49 U.S.C.§§ 47151-53. This decision is based upon the FAA's

recommendation that these properties are aeronautical or nonaeronautical revenue-generating properties meeting the FAA standards for conveyance to the CJPA, the public airport sponsor. The airport layout plan was approved by the FAA on November 1, 1994. The conveyance will be subject to the airport application, which has not yet been prepared. In the event that the applicants withdraw their applications or are deemed unable to fulfill their obligations under the McKinney Act, the property will be added to Parcel A.

Parcel C2b, Building T-51, will remain as part of Parcel A. However, the CJPA will be required to provide either Building T-51 or equivalent space to the CAMF) in support of their educational and restoration program. In the event that the CJPA does not provide either Building T-51 or equivalent space to the CAMF, the parcel will be transferred to the CAMF as a PBC through DOE.

I have decided to transfer **Parcel B** to the FBOP for development of a correctional complex. The FBOP will be given the entire 660 acres of Parcel B, if design development of the correctional complex requires the full parcel. To accommodate the reuse needs of the CJPA, the Air Force has agreed to interim lease Parcels B-2, B-3, and B-4 to the CJPA until either September 30, 1999 or required by FBOP. Any property not taken or required by the FBOP by September 30, 1999, will be included in Parcel A.

A condition of this transfer is that the FBOP enter into a MOA with the FAA. The MOA will allow the FAA to operate the current ASR facility. The area to be used by the FAA should be sufficient to support all FAA operational requirements and include the reservation of a 1,500 foot radius easement clear zone and any other conditions necessary to ensure continued radar coverage. I will transfer approximately 1 acre to the FAA as **Parcel B5**.

I have decided to dispose of **Parcel C1**. Castle Park, by assignment to the National Park Service for conveyance to the City of Atwater at a no-cost PBC under the authority of the Federal Property and Administrative Services Act (FPASA), 40 U.S.C. 484(k)(2).

I have decided to convey **Parcel C2a**, the Castle Air Museum, by assignment to DOE for conveyance to the CAMF as a no-cost PBC under authority of the FPASA, 40 U.S.C. 484(k)(2).

I have decided to dispose of **Parcel D**, the chapel, by assignment to DOE as a no-cost PBC under the authority of FPASA, 40 U.S.C. 484(k)(2) to the CJPA, with the proviso that the sanctuary be preserved as a memorial, consistent with the purpose for which it was constructed.

I have decided to dispose of **Parcel E,** the base hospital, by assignment to HHS as a no-cost PBC for public health to the Bloss Memorial Hospital District under the authorities contained in the FPASA, 40 U.S.C. 484(k)(1)(A). This assignment is subject to the Hospital District's receiving approval of its application for the property by September 30, 1995. In the event that the property has not been approved for assignment by that date, it will be offered for public sale.

I have decided to dispose of **Parcel F1,** the dormitories and dining halls, by assignment to DOE as a no-cost PBC to the Castle Military Academy (CMA) under the authorities contained in the FPASA, 40 U.S.C. 484(k)(1)(A). In the event CMA's application has not been approved by September 30, 1995, the property will be offered to the CJPA for negotiated sale and failing that, it will be offered for public sale.

I have decided to dispose of **Parcel F2,** the ball fields and fitness center, by assignment to DOE as a no-cost PBC to the CJPA or any other nonprofit educational organization approved by the CJPA under the authorities contained in the FPASA, 40 U.S.C. 484(k)(1)(A). In the event an application has not been submitted by September 30, 1995, the property will be offered for public sale.

I have decided to dispose of **Parcel G1,** the school property, by conveyance to the CJPA through assignment to DOE under the authority contained in FPASA, 40 U.S.C. 484(k)(2). This decision is subject to the CJPA submitting its application for the property by September 30, 1995. In the event that the application has not been submitted by that date, it will be offered for public sale.

A condition of this assignment is the CAMF be provided access to and from the flight line through the northeast corner of Parcel G land Parcel A by a MOA with the CJPA.

I have decided to transfer Building 759, the base exchange, in **Parcel G2** to the U.S. Postal Service for use as a mail sorting facility.

I have decided to dispose of Building 765, the base commissary, in **Parcel G2** by conveyance to the MCHSF through assignment to DOE under the authority contained in FPASA, 40 U.S.C. 484(k)(2). This decision is subject to the MCHSF submitting its application for the property by September 30, 1995. In the event that the application has not been submitted by that date, it will be offered to the CJPA for negotiated sale and failing that, it will be offered for public sale.

The remainder of **Parcel G2 and all of Parcels G3, G4, and G5** will be sold by negotiated sale to the CJPA, and failing that, they will be offered for public sale.

I will assign the various parts of **Parcel H** to HHS under the authority of the McKinney Act. In the event that any of the applicants withdraw their applications

or are deemed unable to fulfill their obligations, the property will be added to Parcel A, G1, or G5 as appropriate, and the property at Castle Vista Housing will be disposed of in the same manner as Parcel J.

I have decided that **Parcel I**, the land underlying the TFCU Building, will be offered for sale to TFCU pursuant to Public Law 102-190. If the TFCU decides not to purchase the land, the land will be offered for negotiated sale to the CJPA, and failing that, it will be offered for public sale.

I have decided that **Parcel J**, Castle Gardens and Castle Vista, will be sold by negotiated sale to the City of Atwater. In the event that negotiations have not concluded by March 31, 1995, the property will be offered for public sale.

I have decided to dispose of **Parcel K** by PBC through assignment to DOE under the authority contained in FPASA, 40 U.S.C. 484(k)(2) to a recipient organization supported by the CJPA. In the event that a recipient organization has not been identified and has not submitted an application to DOE by September 30, 1995, it will be offered to the CJPA for negotiated sale and failing that, it will be offered for public sale.

I have decided to make **Parcel L** available to the owner, whose property abuts this parcel on two sides, by negotiated sale under the authority contained in the 41 CFR § 101-47.304-9(a)(3). If the former owner chooses not to enter into negotiations for purchase of Parcel L, then it will be disposed of by public sale.

INFRASTRUCTURE

I have decided to dispose of the **water, wastewater, and sewer systems** together to a public body as a public health PBC through HHS under FPASA, 40 U.S.C. 484(k)(1)(A). If an application for a PBC is not submitted by September 30, 1996, the systems will be sold to either the municipal water purveyors or local public bodies.

I have decided to dispose of the **gas and electric systems** and the **telephone and cable TV distribution systems** by public sale.

I have decided to donate the **roads and roadways**, along with additional expansion areas on each side of each road for possible future widening and utility easements, to the appropriate jurisdiction. They will be donated with sufficient restrictions necessary to ensure that the health and safety of the current and potential users is safeguarded, that access is provided to property, and that Federal, State, and local laws and regulations are complied with.

Any property that the Air Force is unable to convey by deed, pending meeting environmental clean-up requirements, will be transferred by long-term lease, until clean-up conditions permit a deed to be granted.

CONFORMITY OFFSETS

I have decided to transfer the following to the FAA for a Castle Airport conformity determination in order to support the reuse planned by the CJPA:

2,311.2 tons of ROG, and

642.7 tons of NO_X.

I have decided that 642.7 tons of NO_X represents a "reasonable" amount of this conformity offset to ensure that Castle Airport can achieve positive conformity under a determination of the FAA, and be able to attract aviation-related industry and business. Any remainder of ROG or NO_X after this determination will be banked by the FAA for use of the CJPA. The EIS alternatives identified that Castle Airport would need no more than 3.3 tons of PM_{10} for any alternative. That amount would fall under the de minimus standards of the air quality district, and, therefore, not require offsetting.

I have decided to transfer the following to the Department of the Navy:

100 tons of ROG,

367.1 tons of NO_X, and

151.6 tons of PM_{10}.

I have decided to provide the Navy the above listed conformity for pollutants in order for the Navy to be able to meet the requirements of the BRAC decision to realign some NAS Miramar activities to the NAS Lemoore.

In addition, there are emission reduction credits (ERCs) achieved with the elimination of certain stationary sources of emissions at Castle AFB. Other than those ERCs that will be required for environmental cleanup, I have decided to provide to the CJPA all ERCs from stationary sources that are created by the closure of Castle AFB. All permits that were active at Castle AFB and which are anticipated as being required for reuse will be administratively transferred to the CJPA.

III. ENVIRONMENTAL ISSUES

The impacts of reuse on nineteen (19) separate environmental resources were analyzed and presented in the EIS for disposal and reuse of Castle AFB. These

resource areas included land use and aesthetics, transportation, utilities, hazardous materials management, hazardous waste management, the Installation Restoration Program (IRP), storage tanks, asbestos, pesticides, polychlorinated biphenyls (PCBs), radon, medical/biohazardous waste, ordnance, soils and geology, water resources, air quality, noise, biological resources, and cultural resources. Out of these nineteen (19) resources analyzed, only a relatively few environmental issues were discovered. These included contaminated sites within the transportation, IRP, asbestos, PCBs, air quality, biological resources, noise, and cultural resources.

A. Transportation

It is anticipated that up to 54,200 vehicle trips could be generated by the year 2015. Because of this increase in traffic activity, and depending on the level of redevelopment that will occur on Castle AFB, segments of State Highway 99 will deteriorate to an unacceptable level of service (LOS) by the year 2007. Additionally, segments of Santa Fe Drive will deteriorate to an unacceptable LOS by the year 2000, and segments of Bellevue Road will deteriorate to an unacceptable LOS by the year 2004. To prevent this deterioration, road improvements and traffic management programs, will have to be developed and implemented by the affected agencies that have jurisdiction over these roadway segments.

B. Contaminated Sites

The Air Force will continue the IRP at Castle AFB until all contaminated sites are remediated as required by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) as amended by Community Environmental Response Facilitation Act (CERFA) (42 U.S.C. § 9601 et seq). Although the decisions in this ROD are by parcel, many parcels designated for transfer outside the Federal government contain contaminated areas that must be retained by the Air Force until required environmental remediation is complete as determined by law. When the Air Force transfers property, it will do so in compliance with Section 120(h) CERCLA. When appropriate, deeds of transfer will contain the covenant warranting that all remedial action necessary to protect human health and the environment have been taken. Further, all transfers will ensure that necessary remedial action can still be performed on the retained properties, either by retaining access easements, or by restricting usage of the properties transferred until remedial action has been accomplished, or both. Until property can be transferred by deed, the Air Force will execute long-term leases to allow reuse to begin as quickly as possible. However, it is the Air Force's intent to dispose of leased property by converting leases to deeds at the earliest possible date allowed by the IRP process.

C. Asbestos

Asbestos must be removed or controlled if it is in a location and condition that constitutes a health hazard or a potential health hazard otherwise required by law (e.g., schools). Asbestos will be removed or encapsulated in accordance with applicable health laws, regulations, and standards, if it is determined that a health hazard exists or is otherwise legally required.

At the time the EIS was drafted, a comprehensive basewide asbestos survey had not been performed at Castle AFB. Since that time the survey has been completed. The survey results are in an asbestos register maintained on base. An asbestos management plan has been developed that identifies appropriate methods for minimizing the risks of exposure to asbestos in accordance with Air Force regulations. When property is transferred or disposed of, the Air Force will disclose the known asbestos content and condition to the recipient.

D. Polychlorinated Biphenyls

No Federally-owned PCB equipment or PCB-contaminated equipment exists on Castle AFB. However, 48 electrical transformers owned by a local utility company have not been tested for PCB content. The owner of this equipment is responsible for compliance with Title 22 of the California Code of Regulations, Chapter 6.5 of the California Health and Safety Code and the regulations promulgated under the Federal Toxic Substances Control Act.

E. Air Quality

Castle AFB is located in the Merced County portion of the San Joaquin Valley Air Basin, under the jurisdiction of the San Joaquin Valley Unified Air Pollution Control District (UAPCD). The area is designated by the U.S. EPA as being non-attainment of the national ambient air quality standards for carbon monoxide and nitrogen dioxide and in nonattainment of the Federal standards for ozone and inhalable PM_{10}. The U.S. EPA has classified the area as a serious nonattainment area for ozone and a serious non-attainment area for PM_{10}. The area is in attainment, or unclassified, of the Federal standards for the other criteria air pollutants.

Emissions of criteria pollutants, including ozone precursors, associated with or induced by reuse activities supported by my decision may exceed preclosure levels for some pollutants during the ten (10) year analysis period. The San Joaquin Valley UAPCD is committed to implementing controls on emission of ozone precursors as identified in the promulgated 1991 Air Quality Attainment Plan and proposed 1994 AQAP. In conjunction with the California Air Resources Board efforts to regulate mobile sources, the AQAP and UAPCD rules

are expected to ameliorate a substantial portion of the potential emissions associated with reuse.

In comparison to the preclosure Castle AFB emissions, the reuse-related activities supported by my decision do not result in any significant increase of criteria pollutant emissions. If the CJPA and FAA eventually decide to pursue expanded aviation activities that result in ozone precursor emissions exceeding the allocation of COs for aviation reuse as described in this ROD, significant air quality impacts and impedance of the San Joaquin Valley UAPCD's efforts to reach attainment could result. The significance of the impacts and impedance depend on how FAA can demonstrate the expanded aviation-related activities conform to the State's air quality implementation plan. I have determined that the air quality impacts associated with my decisions to transfer the property and allocate COs and ERCs as described in this ROD are outweighed by the need to assist with prompt revitalization of the surrounding communities' economic and employment needs and to support national defense requirements.

The EIS indicates that even the largest aviation alternative analyzed will not result in emissions of ROG exceeding the preclosure emission levels. To the contrary, the emissions of ROG associated with the largest aviation alternative will be drastically less than preclosure emission levels. The NOx COs needed for the largest aviation alternative in the year 2005, however, would exceed the available preclosure NOx COs of 1009.8 tons. My decision to allocate 642.7 tons per year of NOx COs to the FAA for any subsequent conformity analysis of aviation-related reuse of Castle AFB would allow reasonable levels of aviation-related reuse activity but would not support the largest amount of aviation activity projected in the FEIS. My allocation of all the PM_{10} COs, which represent the preclosure amounts of PM_{10} directly related to Air Force activities at Castle AFB, to the Navy would not impair the FAA from subsequently approving expanded aviation activities that result in increased PM_{10} emissions, so long as the PM_{10} emission levels remain below EPA's conformity de minimis threshold of 70 tons/year. However, any amount of PM_{10} emissions resulting from or induced by any reuse activity, including aviation-related reuse activities, would result in impacts to the PM_{10}- nonattainment status of the San Joaquin Valley Air Basin. The allocation of the ERCs derived from the closure of Castle AFB as well as the administrative assignment of existing air permits to CJPA will not result in increased levels of stationary source emissions associated with reuse of equipment subject to the local permitting requirements. Any other new reuse-related stationary source equipment requiring permits must undergo the San Joaquin Valley UAPCD's new source review process and obtain offsets consistent with the UAPCD's efforts to decrease the overall air basin emissions.

The Navy requested that I allocate ROG, NOX, and PM_{10} COs for their conformity needs to assist the Navy in implementing the BRAC-mandated realignment of its units to Naval Air Station Lemoore, which is also located in the

same air basin as Castle AFB. The decision to allocate 100 tons/year of ROG, 367.1 tons/year of NO_X, and 151.6 tons/year of PM_{10}, will result in cumulative environmental impacts on the basin's air quality. I have carefully considered the cumulative environmental impacts associated with this allocation and have reviewed the Navy's EIS regarding all of the environmental impacts associated with the proposed realignment. The national defense needs associated with the proposed realignment and furthered by the allocation decision outweigh any adverse environmental impacts attributable to the proposed realignment.

Section 176 of the Clean Air Act codified at 42 U.S.C. § 7401(c), prohibits Federal agencies from engaging in, licensing or permitting, approving, funding, or otherwise supporting any activity that does not conform to a SIP or Federal Implementation Plan. An activity does not conform to an implementation plan if the activity: (1) causes or contributes to a new violation of the national standards for criteria air pollutants; (2) increases the frequency or severity of any existing violations of the national standards; or (3) delays timely attainment of the national standards or any required interim emission reductions or milestones.

On November 30, 1993, U.S. EPA published a general conformity rule, effective January 31, 1994. The U.S. EPA conformity rule for general Federal actions (40 CFR § 93.153) exempts actions (or portions of actions) which would result in no emission increases or an increase in emissions that are clearly de minimis. The exemptions include actions associated with transfer of land, facilities, title, and real properties, through enforceable contract or lease agreement where the delivery of the deed is required to occur after specific, reasonable conditions are met, such as after the land has been certified as meeting the requirements of CERCLA, and where the Air Force does not retain continuing authority to control emission associated with the lands, facilities, title, or real properties. The actions covered by this ROD, the disposal of real property and facilities at Castle AFB, have been reviewed and fit within the exemption of 40 CFR § 93.153(c)(3)(xix) to the application of the general conformity rule. Federal recipients of the disposed properties or Federal sponsors of property transfer will be required to comply with any applicable conformity requirements prior to implementing future actions. Other Federal agencies sponsoring or otherwise supporting certain types of reuse activities on transferred or leased base property may be required to perform a conformity analysis and/or make conformity determination for reuse-caused emissions of nonattainment criteria air pollutants.

F. Noise

By the year 2015, aircraft noise generated as a result of reuse could affect up to 5,291 acres by exposing that area to the Community Noise Equivalent Level (CNEL) of 60 decibels (dB) or greater. Up to 290 residents could be exposed to aircraft noise exceeding CNEL 60 dB by the year 2015. Agencies with jurisdiction over reuse aircraft activity will be responsible for conducting

operational, preventive, management and/or remedial measures to reduce aircraft-related noise levels.

up to 383 people could be exposed to surface traffic noise exceeding CNEL 60 dB or greater by the year 2015. To reduce noise levels associated with surface traffic, barriers walls, sound insulation programs, or buffer zones may be constructed or implemented, by appropriate agencies and/or affected parties.

G. Biological Resources

Castle AFB contains approximately 21.9 acres of wetlands, of which 21.4 acres are vernal pools and 0.5 acre is freshwater marsh. The vernal pool wetlands are found within parcels B-1, B-2, B-3, and B-4 northeast of the runway, and in an isolated portion of Parcel A. The freshwater wetlands are found in Parcel A, the northwest portion of the base. Executive Order 11990, Section 1(a) requires the Air Force to take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the Air Force's responsibilities in disposing of Federal lands and facilities. Section 4 of the order requires the Air Force to reference in the conveyance documents those uses that are restricted under Federal, State, and local wetlands regulations and to attach other appropriate restrictions to the uses of properties by the grantee or purchaser, and any successor, except where prohibited by law.

As discussed in the EIS, wetland disturbance is not expected due to the practicable infrastructure and facility siting alternatives available in uplands. The conveyance documents will, however, reference those uses that are restricted under Federal, State, or local wetlands regulations as required by Executive Order 11990. The Air Force will transfer or sell those parcels without imposing any restrictions in addition to those imposed by law. Moreover, development in wetlands is carefully regulated under Section 404 of the Clean Water Act by the U.S. Army Corps of Engineers and the U.S. EPA. Activities that result in a significant degradation of the aquatic environment, generally, are not allowed.

Approximately 46.5 acres of habitat (21.4 acres of vernal pools and 25.1 acres of vernal swales or other areas of shallow, standing water) for the Federally threatened vernal pool fairy shrimp were identified on Castle AFB. A total of 45.4 acres of this habitat is located in the B-1, B-2, B-3, and B-4 parcels northeast of the runway. The remaining 1.1 acres are located within Parcel A. Reuse activities that would impact this species would be subject to the Endangered Species Act, U.S.C. §§ 1531-1544, (ESA) as implemented by the U.S. Department of the Interior, Fish and Wildlife Service. The conveyance documents will reference the existence of this species and its protection under the ESA. The recipient of such property will, at the time of disposal, become

responsible for management of the species, including compliance requirements specified under Sections 7, 9, and 10 of the ESA.

I have decided that unless the CJPA and the appropriate federal regulatory agencies, including but not limited to EPA Region IX, U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers, enter into agreements to protect the wetlands and endangered species prior to the conveyance by deed of Parcel A to the CJPA, I will attach to the deed the following restriction:

The Grantee will manage the area consistent with a management plan approved by appropriate Federal and State regulatory agencies, including by not limited to the EPA Region IX, U. S. Fish and Wildlife Service, California Fish and Game, and the U.S. Army Corps of Engineers, to protect vernal pools, wetlands, and endangered species. Likewise, if the Grantee desires a modification to the management plan it shall consult and receive the appropriate regulatory agencies' approval prior to taking any action. The grantee shall provide, in advance, copies of the management plan and any revisions to EPA Region IX.

Regardless of the above agreement, the property disposal decision reflected in this ROD do not relieve the CJPA of its responsibility to comply with all application Federal, State, and local environmental laws and regulations, including, but not limited to, those related to endangered species, wetlands, vernal pools, asbestos, landfills, and Installation Remediation Program sites.

H. Cultural Resources

Pursuant to the National Historic Preservation Act (NHPA) 16 U.S.C. § 470, et seq, consultation, as directed by the Section 106 review process, has been initiated with the California State Historic Preservation Officer (SHPO).

The identification process for historic properties as defined by the NHPA is currently ongoing at Castle AFB. Completion of this process could result in a listing of historic properties subject to Federal regulations regarding the treatment of cultural resources. The reconnaissance surveys to examine undeveloped areas is complete. A design for subsurface investigations of the historic farmsteads is being developed. The evaluation of these sites and any historic structures considered potentially significant under the Cold War theme is expected to be completed prior to disposal.

The Air Force will consult with the SHPO and the Advisory Council on Historic Preservation to develop acceptable mitigation alternatives, if required, and implement them through preservation covenants. Consultation will proceed in compliance with Section 106 of the NHPA and its implementing regulations (36 CFR Part 800). A MOA may be developed to document the accepted mitigations. A MOA for cultural resources must be coordinated with, at a minimum, the

SHPO, the Advisory Council on Historic Preservation, and the Air Force. Other parties (e.g., the airport authority) may be included as appropriate.

Any demolition, renovation, or deterioration of any structures deemed eligible following the Cold War architectural and historic evaluation could constitute an adverse effect. Due to the lack of paleontological resources on Castle AFB, reuse would have no effect on this type of cultural resource. Impacts to prehistoric resources and traditional resources are not anticipated; however, a final assessment can only be made following the completion of all cultural resource investigations. The consultation process, as delineated in Section 106 of the NHPA, will be completed by the Air Force prior to the disposal of property.

IV. Conclusions

The EIS adequately discussed the environmental issues associated with the disposal decisions addressed in this ROD. The EIS has presented an informed analysis of the future possibilities for this former military base. Land use proposals offered by the public and concepts developed by the Air Force have been analyzed in the EIS as reasonable reuse alternatives. The Air Force has considered each alternative. The EIS provides ample information to make reasoned choices on how to dispose of individual parcels.

The Air Force does not intend to manage the future reuse of the property. Land use management and community planning are the responsibility of local governments and the redevelopment authority based upon Federal and State laws. I believe that the environmental analysis process should continue to inform future decision makers. It should do so, however, under the sponsorship of those who will have possession of, and responsibility for, development of the properties and those who will be involved in its regulation.

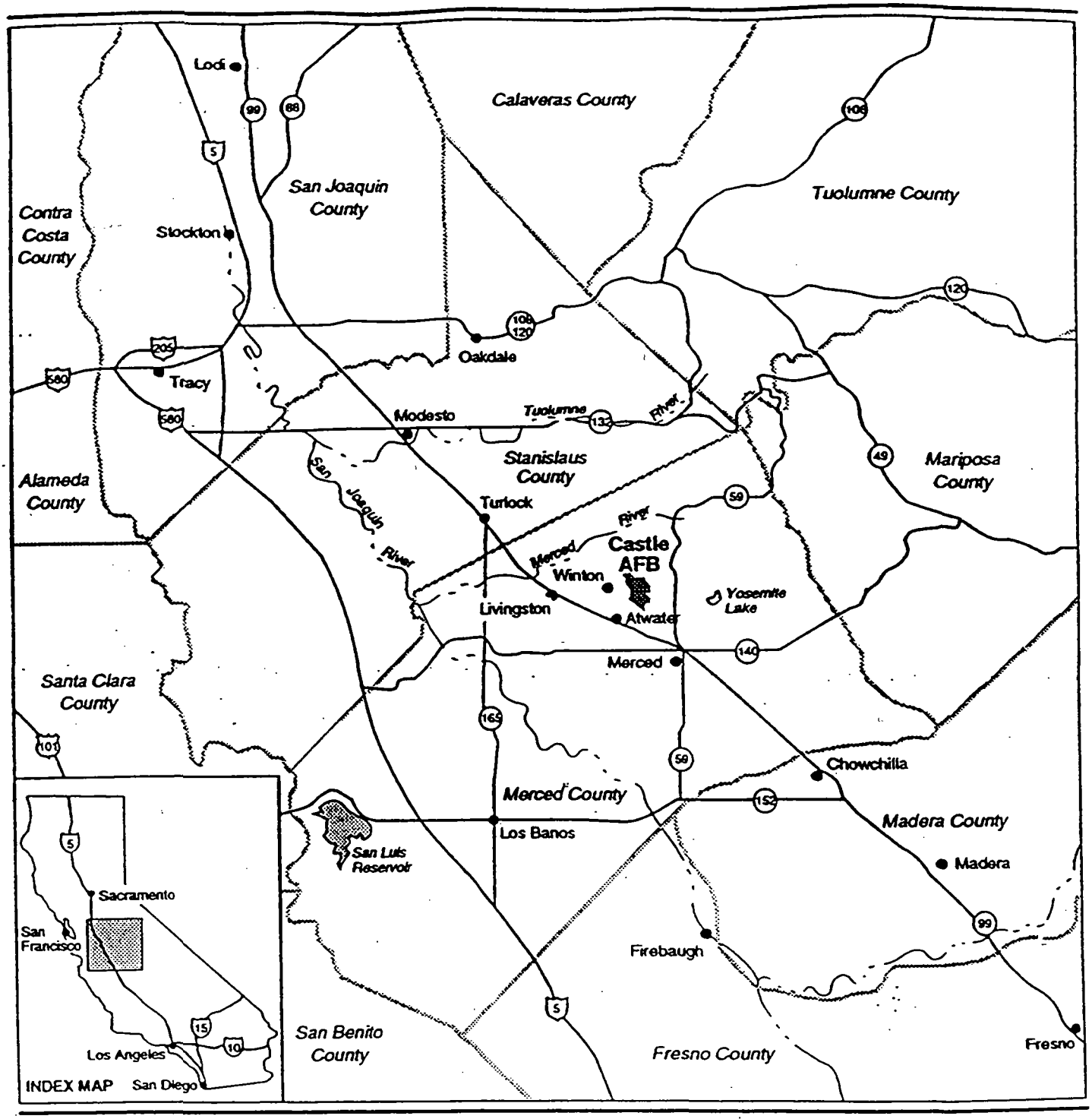
By this decision, the Air Force adopts certain mitigation measures, as described in this ROD, to protect public health and the environment. In response to existing or forecasted environmental impact to or in the area of Castle AFB, the Air Force will require subsequent property owners to implement the more specific mitigation measures associated with reuses they may undertake, as recommended in Chapter 4 of the EIS.

This disposal of Castle AFB is in accordance with the provisions of the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510, Title XXIX) and recommendations of the Defense Secretary's Commission on Base

Realignment and Closure. Based upon consideration of the EIS and other relevant factors, I have decided to proceed with the disposal of Castle AFB in accordance with the approaches indicated in the EIS and this ROD.

3/24/95
Date

RODNEY A. COLEMAN
Assistant Secretary of the Air Force
(Manpower, Reserve Affairs, Installations and Environment)



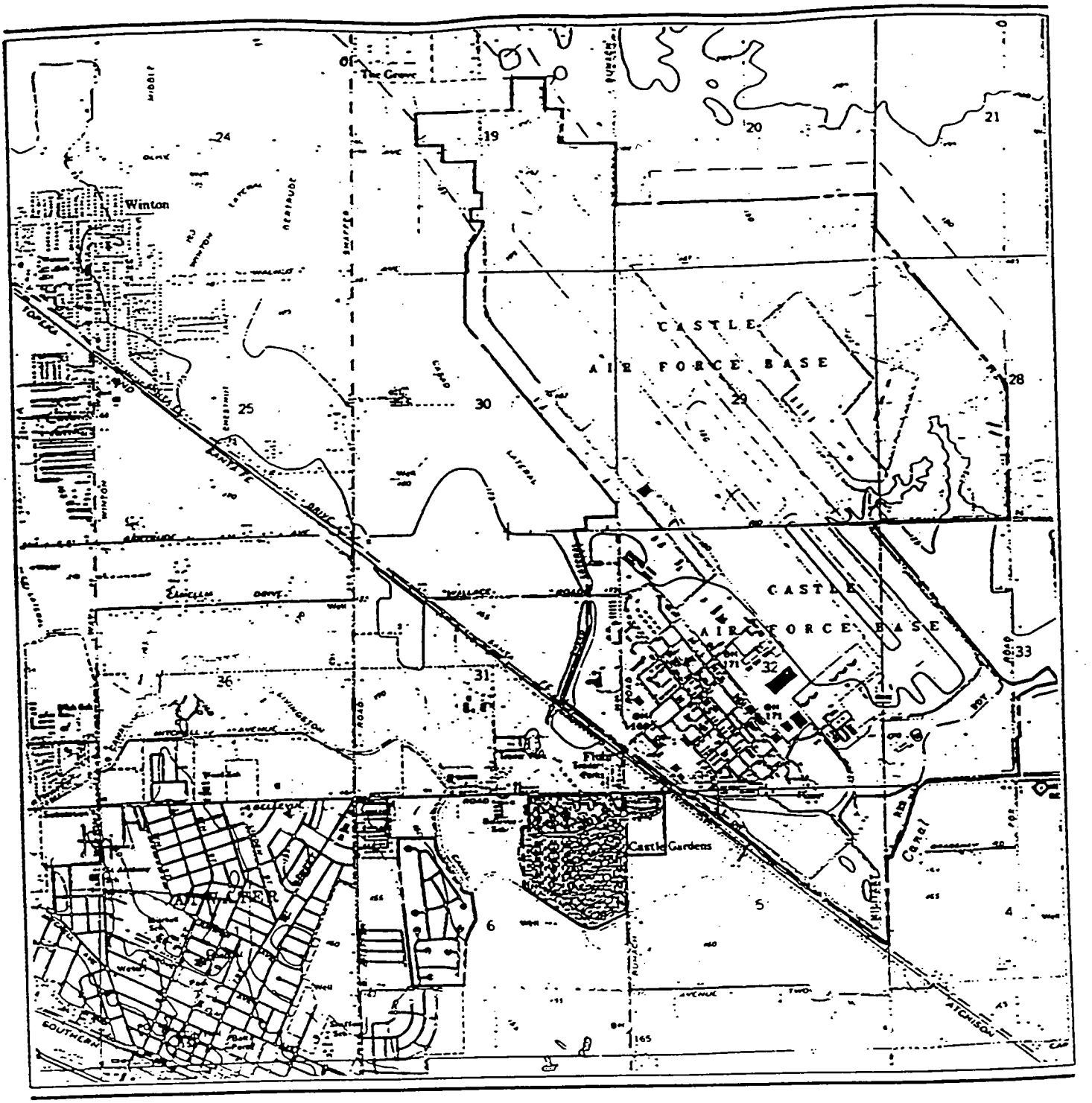
EXPLANATION

- Interstate Highway
- U. S. Highway
- State Highway
- County Line

0 3.75 7.5 15 Miles

Regional Map

Exhibit 1 - Regional Area Map



EXPLANATION

---- Base Boundary

Castle AFB and Vicinity

Exhibit 2 - Local Area Map

0 750 1500 3000 Feet

Map Sources: U.S. Geological Survey, 1987a, 1987d.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Page 1 of 14

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Local Community						
• Land Use and Aesthetics	• Impacts: Local general plans would require updating. Planned reuses conflict with local zoning ordinances	• Impacts: Local general plans would require updating. Planned reuses conflict with local zoning ordinances	• Impacts: Local general plans would require updating. Planned reuses conflict with local zoning ordinances	• Impacts: Local general plans would require updating. Planned reuses conflict with local zoning ordinances	• Impacts: Local general plans would require updating. Planned reuses conflict with local zoning ordinances	• Impacts Local general plans would require updating. No change from closure
	• Mitigation: Local jurisdictions would revise general plans and zoning ordinances to reflect reuse	• Mitigation: Local jurisdictions would revise general plans and zoning ordinances to reflect reuse	• Mitigation: Local jurisdictions would revise general plans and zoning ordinances to reflect reuse	• Mitigation: Local jurisdictions would revise general plans and zoning ordinances to reflect reuse	• Mitigation: Local jurisdictions would revise general plans and zoning ordinances to reflect reuse	
• Transportation	• Impacts: Increase of 39,800 daily trips from closure. Six new base-access points provided. Reuse-generated traffic would deteriorate SH 99 to an unacceptable LOS by 2008, Santa Fe Drive by 2001, and Bellevue Road by 2011	• Impacts: Increase of 47,700 daily trips from closure. Six new base-access points provided. Reuse-generated traffic would deteriorate SH 99 to an unacceptable LOS by 2007, Santa Fe Drive by 2000, and Bellevue Road by 2004	• Impacts: Increase of 54,200 daily trips from closure. Six new base-access points provided. Reuse-generated traffic would deteriorate SH 99 to an unacceptable LOS by 2008, Santa Fe Drive by 2002, and Bellevue Road by 2008	• Impacts: Increase of 36,050 daily trips from closure. Six new base-access points provided. Reuse-generated traffic would deteriorate SH 99 to an unacceptable LOS by 2008, Santa Fe Drive by 2003, and Bellevue Road by 2010	• Impacts: Increase of 34,750 daily trips from closure. Six new base-access points provided. Reuse-generated traffic would deteriorate SH 99 to an unacceptable LOS by 2009, Santa Fe Drive by 2008, and Bellevue Road by 2012	• Impacts: No changes in base-related traffic. SH 99 and Santa Fe Road would deteriorate to an unacceptable LOS by 2010

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
LOS = Level of Service.
SH = State Highway.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives
Page 2 of 14

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Local Community (Continued)						
• Transportation (Continued)	Increase of 115,319 annual aircraft operations. No airspace conflicts or air transportation impacts	Increase of 11,110 annual aircraft operations. No airspace conflicts or air transportation impacts	Increase of 234,437 annual aircraft operations. No airspace conflicts or air transportation impacts	Increase of 40,800 annual aircraft operations. No airspace conflicts or air transportation impacts	No aircraft operations	No aircraft operations
	• Mitigation: Develop road improvements and traffic management programs	• Mitigation: Develop road improvements and traffic management programs	• Mitigation: Develop road improvements and traffic management programs	• Mitigation: Develop road improvements and traffic management programs	• Mitigation: Develop road improvements and traffic management programs	• Mitigation: Develop program for improvements to SH 99
• Utilities Use	• Impacts: Up to 4 percent increase in ROI utility use. Current systems, with planned improvements, would be able to accommodate increased demands. Interconnection required to provide service to on-base users. Pretreatment of industrial wastewater may be required	• Impacts: Up to 7 percent increase in ROI utility use. Current systems, with planned improvements, would be able to accommodate increased demands. Interconnection required to provide service to on-base users. Pretreatment of industrial wastewater may be required	• Impacts: Up to 4 percent increase in ROI utility use. Current systems, with planned improvements, would be able to accommodate increased demands. Interconnection required to provide service to on-base users. Pretreatment of industrial wastewater may be required	• Impacts: Up to 5 percent increase in ROI utility use. Current systems, with planned improvements, would be able to accommodate increased demands. Interconnection required to provide service to on-base users. Pretreatment of industrial wastewater may be required	• Impacts: Up to 4 percent increase in ROI utility use. Current systems, with planned improvements, would be able to accommodate increased demands. Interconnection required to provide service to on-base users. Pretreatment of industrial wastewater may be required	• Impacts: No changes in base-related utility use

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
ROI = Region of Influence.
SH = State Highway.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives
Page 3 of 14

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Hazardous Materials and Hazardous Waste Management						
• Hazardous Materials Management	• Impacts: Similar types and an increase in quantities of materials used. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Similar types and an increase in quantities of materials used. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Similar types and an increase in quantities of materials used. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Similar types and quantities of materials used. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Similar types and quantities of materials used. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: No change in types and quantities used
	• Mitigation: Establish cooperative planning body	• Mitigation: Establish cooperative planning body	• Mitigation: Establish cooperative planning body	• Mitigation: Establish cooperative planning body	• Mitigation: Establish cooperative planning body	
• Hazardous Waste Management	• Impacts: Increase in quantities of wastes generated. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Increase in quantities of wastes generated. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Increase in quantities of wastes generated. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Increase in quantities of wastes generated. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: Increase in quantities of wastes generated. Compliance with applicable regulations would preclude unacceptable impacts	• Impacts: No change in quantities generated

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives
Page 4 of 14

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Hazardous Materials and Hazardous Waste Management (Continued)						
	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	
	Collection of hazardous household products; educational programs on recycling, waste minimization, waste disposal	Collection of hazardous household products; educational programs on recycling, waste minimization, waste disposal	Collection of hazardous household products; educational programs on recycling, waste minimization, waste disposal	Collection of hazardous household products; educational programs on recycling, waste minimization, waste disposal	Collection of hazardous household products; educational programs on recycling, waste minimization, waste disposal	
• Installation Restoration Program	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:
	Possible redevelopment delays and land use restrictions due to remediation	Possible redevelopment delays and land use restrictions due to remediation	Possible redevelopment delays and land use restrictions due to remediation	Possible redevelopment delays and land use restrictions due to remediation	Possible redevelopment delays and land use restrictions due to remediation	IRP remediation activities continued as needed
	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	
	Coordination between OL and planning agencies to address potential problems. Close out IRP sites. Reuse sites as open space	Coordination between OL and planning agencies to address potential problems. Close out IRP sites. Reuse sites as open space	Coordination between OL and planning agencies to address potential problems. Close out IRP sites. Reuse sites as open space	Coordination between OL and planning agencies to address potential problems. Close out IRP sites. Reuse sites as open space	Coordination between OL and planning agencies to address potential problems. Close out IRP sites. Reuse sites as open space	

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
IRP = Installation Restoration Program.
OL = Operating Location.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Hazardous Materials and Hazardous Waste Management (Continued)						
• Storage Tanks	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:
	Storage tanks required by new owner/operator would be subject to all regulations to avoid unacceptable impacts	Storage tanks required by new owner/operator would be subject to all regulations to avoid unacceptable impacts	Storage tanks required by new owner/operator would be subject to all regulations to avoid unacceptable impacts	Storage tanks required by new owner/operator would be subject to all regulations to avoid unacceptable impacts	Storage tanks required by new owner/operator would be subject to all regulations to avoid unacceptable impacts	Storage tanks would be removed or maintained in place according to required standards
	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:
	Coordinate use of tanks with planning agencies to ensure tank and piping integrity is maintained	Coordinate use of tanks with planning agencies to ensure tank and piping integrity is maintained	Coordinate use of tanks with planning agencies to ensure tank and piping integrity is maintained	Coordinate use of tanks with planning agencies to ensure tank and piping integrity is maintained	Coordinate use of tanks with planning agencies to ensure tank and piping integrity is maintained	None required
• Asbestos	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:
	Pending survey results	Pending survey results	Pending survey results	Pending survey results	Pending survey results	Continued management of asbestos in accordance with Air Force policy
	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:
	Removal and disposal of asbestos in facilities to be demolished. Remaining asbestos would be managed in place	Removal and disposal of asbestos in facilities to be demolished. Remaining asbestos would be managed in place	Removal and disposal of asbestos in facilities to be demolished. Remaining asbestos would be managed in place	Removal and disposal of asbestos in facilities to be renovated. Remaining asbestos would be managed in place	Removal and disposal of asbestos in facilities to be renovated. Remaining asbestos would be managed in place	None required

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Hazardous Materials and Hazardous Waste Management (Continued)						
• Pesticide Usage	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:
	Increased use associated with civilian development. Management in accordance with FIFRA and state guidelines would preclude unacceptable impacts	Increased use associated with civilian development. Management in accordance with FIFRA and state guidelines would preclude unacceptable impacts	Increased use associated with civilian development. Management in accordance with FIFRA and state guidelines would preclude unacceptable impacts	Increased use associated with civilian development. Management in accordance with FIFRA and state guidelines would preclude unacceptable impacts	Increased use associated with civilian development. Management in accordance with FIFRA and state guidelines would preclude unacceptable impacts	No change in usage or management practices
	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:
	None required	None required	None required	None required	None required	None required
• Polychlorinated Biphenyls	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:
	No Air Force owned PCB or PCB-contaminated equipment exists on base	No Air Force owned PCB or PCB-contaminated equipment exists on base	No Air Force owned PCB or PCB-contaminated equipment exists on base	No Air Force owned PCB or PCB-contaminated equipment exists on base	No Air Force owned PCB or PCB-contaminated equipment exists on base	No Air Force owned PCB or PCB-contaminated equipment exists on base
	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:
	None required	None required	None required	None required	None required	None required

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
FIFRA = Federal Insecticide, Fungicide, and Rodenticide Act.
PCB = Polychlorinated biphenyl.

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Hazardous Materials and Hazardous Waste Management (Continued)						
• Radon	• Impacts: No impact. Current radon levels below 4 pCi/l • Mitigation: None required	• Impacts: No impact. Current radon levels below 4 pCi/l • Mitigation: None required	• Impacts: No impact. Current radon levels below 4 pCi/l • Mitigation: None required	• Impacts: No impact. Current radon levels below 4 pCi/l • Mitigation: None required	• Impacts: No impact. Current radon levels below 4 pCi/l • Mitigation: None required	• Impacts: No impact. Current radon levels below 4 pCi/l • Mitigation: None required
• Medical/Biohazardous Waste	• Impacts: Amounts generated by civilian medical facility would be similar to preclosure levels. Proper management under applicable regulations would avoid unacceptable impacts • Mitigation: None required	• Impacts: Amounts generated by civilian medical facility would be similar to preclosure levels. Proper management under applicable regulations would avoid unacceptable impacts • Mitigation: None required	• Impacts: Amounts generated by civilian medical facility would be similar to preclosure levels. Proper management under applicable regulations would avoid unacceptable impacts • Mitigation: None required	• Impacts: Amounts generated by civilian medical facility would be similar to preclosure levels. Proper management under applicable regulations would avoid unacceptable impacts • Mitigation: None required	• Impacts: Amounts generated by civilian medical facility would be similar to preclosure levels. Proper management under applicable regulations would avoid unacceptable impacts • Mitigation: None required	• Impacts: Wastes would not be generated • Mitigation: None required
• Ordnance	• No impact • Mitigation: None required	• No impact • Mitigation: None required	• No impact • Mitigation: None required	• No impact • Mitigation: None required	• No impact • Mitigation: None required	• No impact • Mitigation: None required

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
pCi/l = Picocuries per liter.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives
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Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment						
• Soils and Geology	• Impacts: Minor erosion effects from 450 acres of ground disturbance • Mitigation: Use techniques such as protective cover and diversion dikes to minimize erosion during and after construction	• Impacts: Minor erosion effects from 146 acres of ground disturbance • Mitigation: Use techniques such as protective cover and diversion dikes to minimize erosion during and after construction	• Impacts: Minor erosion effects from 469 acres of ground disturbance • Mitigation: Use techniques such as protective cover and diversion dikes to minimize erosion during and after construction	• Impacts: Minor erosion effects from 360 acres of ground disturbance • Mitigation: Use techniques such as protective cover and diversion dikes to minimize erosion during and after construction	• Impacts: Minor erosion effects from 644 acres of ground disturbance • Mitigation: Use techniques such as protective cover and diversion dikes to minimize erosion during and after construction	• Impacts: No ground disturbance • Mitigation: None required
• Water Resources	• Impacts: Disturbance and development of 450 acres could affect surface water flow and water quality 2.7 percent increase in ROI water demand would not affect water supply but could contribute to an incremental increase in aquifer depletion	• Impacts: Disturbance and development of 146 acres could affect surface water flow and water quality 4.5 percent increase in ROI water demand would not affect water supply but could contribute to an incremental increase in aquifer depletion	• Impacts: Disturbance and development of 469 acres could affect surface water flow and water quality 2.6 percent increase in ROI water demand would not affect water supply but could contribute to an incremental increase in aquifer depletion	• Impacts: Disturbance and development of 360 acres could affect surface water flow and water quality 2.7 percent increase in ROI water demand would not affect water supply but could contribute to an incremental increase in aquifer depletion	• Impacts: Disturbance and development of 644 acres could affect surface water flow and water quality 2.2 percent increase in ROI water demand would not affect water supply but could contribute to an incremental increase in aquifer depletion	• Impacts: No ground disturbance. No change in water demand

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
ROI = Region of Influence.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment (Continued) • Water Resources (Continued)	• Mitigation: Use of proper construction techniques, control of site runoff, minimizing surface disturbance and length of exposure time. Compliance with NPDES and local permit requirements for storm water runoff	• Mitigation: Use of proper construction techniques, control of site runoff, minimizing surface disturbance and length of exposure time. Compliance with NPDES and local permit requirements for storm water runoff	• Mitigation: Use of proper construction techniques, control of site runoff, minimizing surface disturbance and length of exposure time. Compliance with NPDES and local permit requirements for storm water runoff	• Mitigation: Use of proper construction techniques, control of site runoff, minimizing surface disturbance and length of exposure time. Compliance with NPDES and local permit requirements for storm water runoff	• Mitigation: Use of proper construction techniques, control of site runoff, minimizing surface disturbance and length of exposure time. Compliance with NPDES and local permit requirements for storm water runoff	• Mitigation: None required
• Air Quality	• Reuse-Related Impacts: (Without consideration of conformity offset allocations to other actions in the region [cumulative impacts]) Increase in reuse-related emissions in 2005: ROG: 1.52 tons/day NO_x: 4.41 tons/day PM_{10}: 3.86 tons/day SO_2: 0.52 ton/day CO: 16.38 tons/day	• Reuse-Related Impacts: (Without consideration of conformity offset allocations to other actions in the region [cumulative impacts]) Increase in reuse-related emissions in 2005: ROG: 2.91 tons/day NO_x: 3.27 tons/day PM_{10}: 7.58 tons/day SO_2: 0.86 ton/day CO: 30.94 tons/day	• Reuse-Related Impacts: (Without consideration of conformity offset allocations to other actions in the region [cumulative impacts]) Increase in reuse-related emissions in 2005: ROG: 1.12 tons/day NO_x: 4.08 tons/day PM_{10}: 2.75 tons/day SO_2: 0.39 ton/day CO: 13.97 tons/day	• Reuse-Related Impacts: (Without consideration of conformity offset allocations to other actions in the region [cumulative impacts]) Increase in reuse-related emissions in 2005: ROG: 1.06 tons/day NO_x: 1.32 tons/day PM_{10}: 2.73 tons/day SO_2: 0.31 ton/day CO: 11.61 tons/day	• Reuse-Related Impacts: (Without consideration of conformity offset allocations to other actions in the region [cumulative impacts]) Increase in reuse-related emissions in 2005: ROG: 0.71 ton/day NO_x: 0.84 ton/day PM_{10}: 1.84 tons/day SO_2: 0.21 ton/day CO: 7.59 tons/day	• Impacts: No change

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
CO = Carbon monoxide.
NO_x = Nitrogen oxides.
NPDES = National Pollutant Discharge Elimination System.
PM_{10} = Particulate matter equal to or less than 10 microns in diameter.
ROG = Reactive organic gases.
SO_2 = Sulfur dioxide.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives
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Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment (Continued)						
• Air Quality (Continued)	Increased air pollutant emissions during construction and operations would not exceed preclosure conditions and, therefore, are not expected to affect the region's progress toward attainment of the ozone or PM_{10} standard. Concentrations would not increase the frequency or severity of violations of the ozone or PM_{10} standard	Increased air pollutant emissions of ROG and NO_x would not exceed preclosure conditions; emissions of PM_{10}, SO_2, and CO would likely exceed preclosure conditions. Reuse activities may require mitigation or offsets of PM_{10} emissions to avoid delays in attainment milestones. Air emission concentrations would not cause increased or new violations of NAAQS	Increased air pollutant emissions during construction and operations would not exceed preclosure conditions and, therefore, are not expected to affect the region's progress toward attainment of the ozone or PM_{10} standard. Concentrations would not increase the frequency or severity of violations of the ozone or PM_{10} standard. Insufficient conformity offsets exist to accommodate all reuse-related aircraft emissions for NO_x	Increased air pollutant emissions during construction and operations would not exceed preclosure conditions and, therefore, are not expected to affect the region's progress toward attainment of the ozone or PM_{10} standard. Concentrations would not increase the frequency or severity of violations of the ozone or PM_{10} standard	Increased air pollutant emissions during construction and operations would not exceed preclosure conditions and, therefore, are not expected to affect the region's progress toward attainment of the ozone or PM_{10} standard. Concentrations would not increase the frequency or severity of violations of the ozone or PM_{10} standard	
	• Cumulative Impacts Insufficient conformity offsets exist to simultaneously accommodate reuse and Navy-related requirements for NO_x and PM_{10}, which could cause cumulative adverse air quality impacts unless mitigated	• Cumulative Impacts Insufficient conformity offsets exist to simultaneously accommodate reuse and Navy-related requirements for PM_{10}, which could cause cumulative adverse air quality impacts unless mitigated	• Cumulative Impacts Insufficient conformity offsets exist to simultaneously accommodate reuse and Navy-related requirements for NO_x and PM_{10}, which could cause cumulative adverse air quality impacts unless mitigated	• Cumulative Impacts Insufficient conformity offsets exist to simultaneously accommodate reuse and Navy-related requirements for PM_{10}, which could cause cumulative adverse air quality impacts unless mitigated	• Cumulative Impacts Insufficient conformity offsets exist to simultaneously accommodate reuse and Navy-related requirements for PM_{10}, which could cause cumulative adverse air quality impacts unless mitigated	

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
CO = Carbon monoxide.
NAAQS = National Ambient Air Quality Standards.
NO_x = Nitrogen oxides.
PM_{10} = Particulate matter equal to or less than 10 microns in diameter.
ROG = Reactive organic gases.
SO_2 = Sulfur dioxide.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment (Continued)						
• Air Quality (Continued)	• Mitigation: Control of fugitive dust and combustion emissions from construction activities. Application of control measures such as land use or transportation planning and management measures to reduce motor vehicle pollution	• Mitigation: Control of fugitive dust and combustion emissions from construction activities. Application of control measures such as land use or transportation planning and management measures to reduce motor vehicle pollution	• Mitigation: Control of fugitive dust and combustion emissions from construction activities. Application of control measures such as land use or transportation planning and management measures to reduce motor vehicle pollution	• Mitigation: Control of fugitive dust and combustion emissions from construction activities. Application of control measures such as land use or transportation planning and management measures to reduce motor vehicle pollution	• Mitigation: Control of fugitive dust and combustion emissions from construction activities. Application of control measures such as land use or transportation planning and management measures to reduce motor vehicle pollution	• Mitigation: None required
• Noise	• Impacts: 2,851 acres and 263 residents exposed to CNEL 60 dB or greater due to civilian aircraft operations in 2015. 358 additional residents exposed to CNEL 60 dB or greater due to increased surface traffic in 2015	• Impacts: 1,373 acres and 5 residents exposed to CNEL 60 dB or greater due to civilian aircraft operations in 2015. 692 additional residents exposed to CNEL 60 dB or greater due to increased surface traffic in 2015	• Impacts: 5,291 acres and 280 residents exposed to CNEL 60 dB or greater due to civilian aircraft operations in 2015. 383 additional residents exposed to CNEL 60 dB or greater due to increased surface traffic in 2015	• Impacts: 1,149 acres and no residents exposed to CNEL 60 dB or greater due to civilian aircraft operations in 2015. 365 additional residents exposed to CNEL 60 dB or greater due to increased surface traffic in 2015	• Impacts: No aircraft noise. 296 additional residents exposed to CNEL 60 dB or greater due to increased surface traffic in 2015	• Impacts: No change in base-related noise levels. 2,843 residents exposed to CNEL 60 dB or greater due to surface traffic in 2015

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
CNEL = Community Noise Equivalent Level.
dB = Decibel.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment (Continued)						
• Noise (Continued)	• Mitigation: Change takeoff climbout or landing procedures to minimize aircraft noise. Conduct FAR 150 to identify potential mitigation. Barrier walls to mitigate surface traffic noise. Use of sound insulation, barriers, and buffer zones	• Mitigation: Change takeoff climbout or landing procedures to minimize aircraft noise. Conduct FAR 150 to identify potential mitigation. Barrier walls to mitigate surface traffic noise. Use of sound insulation, barriers, and buffer zones	• Mitigation: Change takeoff climbout or landing procedures to minimize aircraft noise. Conduct FAR 150 to identify potential mitigation. Barrier walls to mitigate surface traffic noise. Use of sound insulation, barriers, and buffer zones	• Mitigation: Change takeoff climbout or landing procedures to minimize aircraft noise. Conduct FAR 150 to identify potential mitigation. Barrier walls to mitigate surface traffic noise. Use of sound insulation, barriers, and buffer zones	• Mitigation: Barrier walls to mitigate surface traffic noise. Use of sound insulation, barriers, and buffer zones	• Mitigation: None required
• Biological Resources	• Impacts: Potential direct and indirect impacts on wetlands and fairy shrimp habitat from industrial development No likely direct loss of wetlands or fairy shrimp habitat	• Impacts: Potential indirect impacts to wetlands and fairy shrimp habitat No likely direct loss of wetlands or fairy shrimp habitat	• Impacts: Potential direct and indirect impacts to wetlands and fairy shrimp habitat No likely direct loss of wetlands or fairy shrimp habitat	• Impacts: Potential indirect impacts to wetlands and fairy shrimp habitat No likely direct loss of wetlands or fairy shrimp habitat	• Impacts: Potential indirect impacts to wetlands and fairy shrimp habitat No likely direct loss of wetlands or fairy shrimp habitat	• Impacts: No change in base-related activities. Potential increase in habitat value due to long-term decrease in human activity. No impact on wetlands or fairy shrimp habitat No loss of wetlands or fairy shrimp habitat

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
FAR = Federal Aviation Regulation.

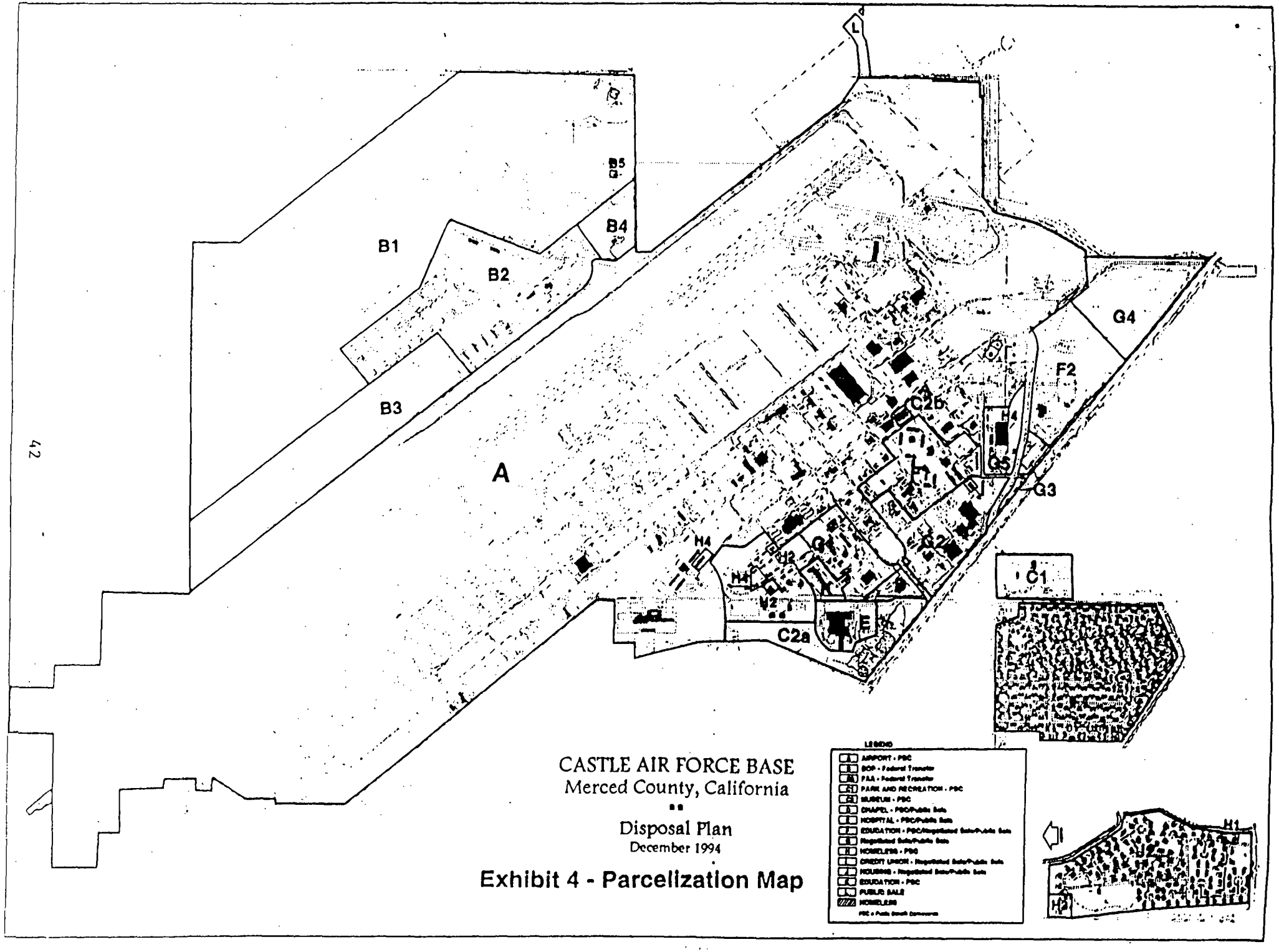
Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment (Continued)						
• Biological Resources (Continued)	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:	• Mitigation:
	Selective siting of improvements and restriction of operations to non-sensitive sites will avoid direct impacts to wetlands and fairy shrimp habitat. Controlling runoff through design and engineering practices will minimize indirect impacts to wetlands and fairy shrimp habitat. Compliance with Sections 7, 8, and 9 of the Endangered Species Act will minimize impacts to sensitive species. Compliance with Section 404 of the Clean Water Act will minimize impacts to wetlands	Selective siting of improvements and restriction of operations to non-sensitive sites will avoid indirect impacts to wetlands and fairy shrimp habitat. Controlling runoff through design and engineering practices will minimize indirect impacts to wetlands and fairy shrimp habitat. Compliance with Sections 7, 8, and 9 of the Endangered Species Act will minimize impacts to sensitive species	Selective siting of improvements and restriction of operations to non-sensitive sites will avoid direct impacts to wetlands and fairy shrimp habitat. Controlling runoff through design and engineering practices will minimize indirect impacts to wetlands and fairy shrimp habitat. Compliance with Sections 7, 8, and 9 of the Endangered Species Act will minimize impacts to sensitive species. Compliance with Section 404 of the Clean Water Act will minimize impacts to wetlands	Selective siting of improvements and restriction of operations to non-sensitive sites will avoid indirect impacts to wetlands and fairy shrimp habitat. Controlling runoff through design and engineering practices will minimize indirect impacts to wetlands and fairy shrimp habitat. Compliance with Sections 7, 8, and 9 of the Endangered Species Act will minimize impacts to sensitive species	Selective siting of improvements and restriction of operations to non-sensitive sites will avoid indirect impacts to wetlands and fairy shrimp habitat. Controlling runoff through design and engineering practices will minimize indirect impacts to wetlands and fairy shrimp habitat. Compliance with Section 404 of the Clean Water Act will minimize impacts to wetlands	None required
• Cultural Resources	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:	• Impacts:
	No effect on prehistoric, Native American, or paleontological resources	No effect on prehistoric, Native American, or paleontological resources	No effect on prehistoric, Native American, or paleontological resources	No effect on prehistoric, Native American, or paleontological resources	No effect on prehistoric, Native American, or paleontological resources	No impact
	Possible adverse effects to historic structures potentially eligible for listing on the NRHP	Possible adverse effects to historic structures potentially eligible for listing on the NRHP	Possible adverse effects to historic structures potentially eligible for listing on the NRHP	Possible adverse effects to historic structures potentially eligible for listing on the NRHP	Possible adverse effects to historic structures potentially eligible for listing on the NRHP	

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
NRHP = National Register of Historic Places.

Summary of Environmental Impacts and Suggested Mitigations from the Proposed Action and Reasonable Reuse Alternatives

Resource Category	Proposed Action	Castle Aviation Center Alternative	Commercial Aviation Alternative	Aviation with Mixed Use Alternative	Non-Aviation Alternative	No-Action Alternative
Natural Environment (Continued)	• Mitigation: Properties may be conveyed to non-federal owners with preservation covenants. Consult with SHPO and Advisory Council on Historic Preservation in development and implementation of mitigation strategies	• Mitigation: Properties may be conveyed to non-federal owners with preservation covenants. Consult with SHPO and Advisory Council on Historic Preservation in development and implementation of mitigation strategies	• Mitigation: Properties may be conveyed to non-federal owners with preservation covenants. Consult with SHPO and Advisory Council on Historic Preservation in development and implementation of mitigation strategies	• Mitigation: Properties may be conveyed to non-federal owners with preservation covenants. Consult with SHPO and Advisory Council on Historic Preservation in development and implementation of mitigation strategies	• Mitigation: Properties may be conveyed to non-federal owners with preservation covenants. Consult with SHPO and Advisory Council on Historic Preservation in development and implementation of mitigation strategies	• Mitigation: None required

Note: Impacts are based on the changes from closure baseline that are projected to occur as a result of implementing each alternative.
SHPO = State Historic Preservation Officer.



CASTLE AIR FORCE BASE
Merced County, California

Disposal Plan
December 1994

Exhibit 4 - Parcelization Map

EXHIBIT 5 - Property Disposal Summary

Parcel	Approximate Acreage	Method of Fee Conveyance	Recipient
A	1,580	Public Benefit Conveyance (Airport)	Castle Joint Powers Authority
B1 - B4	659	Federal Transfer	Federal Bureau of Prisons
B5	+/-1	Federal Transfer	Federal Aviation Administration
C1	18	Public Benefit Conveyance (Park)	City of Atwater
C2a	27	Public Benefit Conveyance (Education)	Castle Air Museum Foundation
C2b	-/+1	Public Benefit Conveyance (Airport)	Castle Joint Powers Authority
D	+\-4	Public Benefit Conveyance (Education)	Challenger Learning Center Foundation
E	13	Public Benefit Conveyance (HHS)	Bloss Memorial Hospital District
F1	14	Public Benefit Conveyance (Education)	Castle Military Academy Trust
F2	41	Public Benefit Conveyance (Education)	Castle Joint Powers Authority
G1	40	Public Benefit Conveyance (Education)	Castle Joint Powers Authority
G2, G3, G4, G5	170	Public Sale	TBD
H1-H4	8	Public Benefit Conveyance (HHS for Homeless)	TBD
I	+/-1	Negotiated Sale (Credit Union) or Public Sale	Travis Federal Credit Union TBC
J1-J2	188	Negotiated Sale/Public Sale (Castle Gardens)	City of Atwater or TBD
K	+/-6	Public Benefit Conveyance (Education)	Recipient Approved by the Castle Joint Powers Authority
L	+/-6	Negotiated sale or Public Sale	Adjoining Property Owner or TBD
Approximate Total	2777 acres		
Roads	48 Miles	Donation	TBD
Utilities		Public Benefit Conveyance, Negotiated or Public Sale	TBD
Conformity Offsets		Transfer	U.S. Navy Federal Aviation Administration

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

Rec'd 1/27/95

OFFICE OF THE ASSISTANT SECRETARY

03 JAN 1995

MEMORANDUM FOR GOVERNMENT AGENCIES, PUBLIC LIBRARIES, AND INTERESTED PUBLIC

FROM: SAF/MI
1600 Air Force Pentagon
Washington DC 20330-1660

SUBJECT: Record of Decision (ROD) on Castle Air Force Base (AFB), CA

Attached is a copy of my ROD for the Disposal and Reuse of Castle AFB, California.

This Record of Decision was developed and based upon review and consideration of the Final Environmental Impact Statement (FEIS), comments received and other relevant factors. I have taken into consideration the potential impacts addressed in the FEIS for this proposal prior to making my decision.

RODNEY A. COLEMAN
Assistant Secretary
(Manpower, Reserve Affairs,
Installations and Environment)

Attachment:
As Stated